

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

PIREPS

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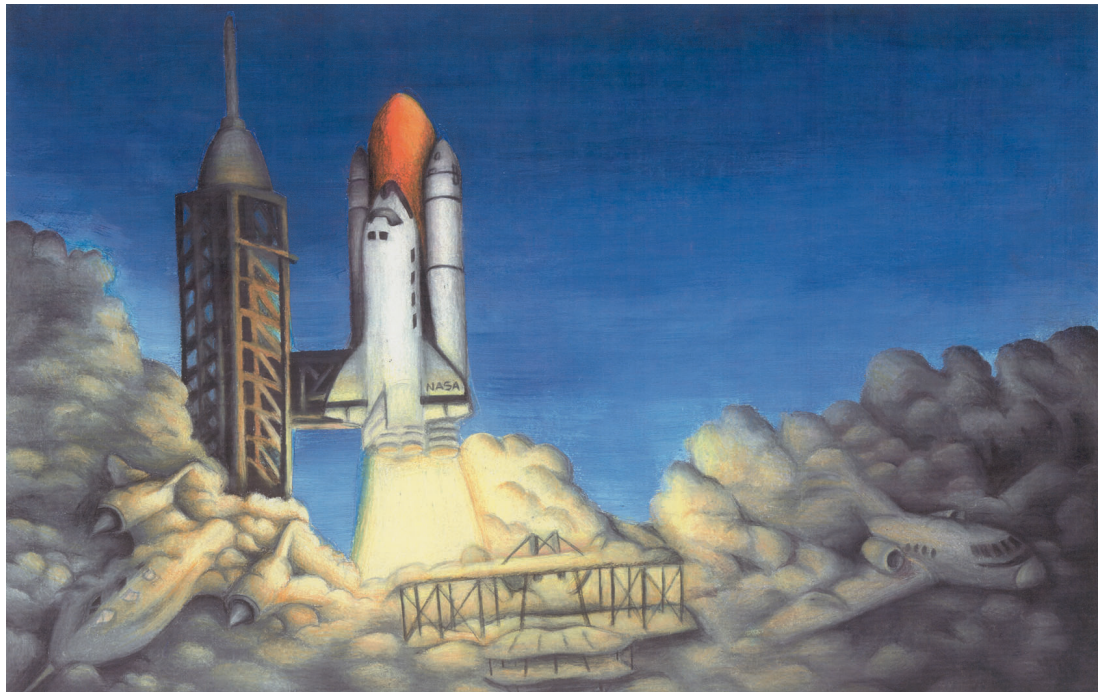
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Aviation Art Contest Winners



Laura Knibbe, 1st Place, Age 13-17

By Stu MacTaggart

As we celebrate the Centennial year of the Wright Brothers' historic flight, youngsters from all over the state participated in the International Aviation Art Contest. This year's theme, "100 Years of Powered Flight," inspired images from Space Shuttles to biplanes, depicting most every facet of aviation. With well over 300 participants, the artwork was superb. This special edition of PIREPS highlights these fine youngsters, their parents, teachers, and mentors.

The Nebraska Air Guard will host the awards ceremony on Saturday, April 12th, when the coveted, engraved trophies and honorable mention certificates will be presented. Brig. General Mark Musick will be the keynote speaker. Representing Oakview Christian School, and winning top honors in Category I (ages 6-9) is Monica Claesson with her vintage biplane, yellow airliner and blue X-31. Emily Hasenauer of Wallace took second place with her "dream" biplane. Kelsey Hubbard of Dickens captured third place with her flying sleigh, "powered" by reindeer. In the second category (ages 10-13), Clarissa Krael earned first place honors with her rainbow biplane. Familiar competitor, Yvonne Lin of Lincoln, took second place with her beautiful painting of the SR-71 and Thunderbirds, charging through the mist. Timothy von Behren, of Falls City, produced a unique view of history through the windscreen of his airliner, winning third place. In the senior category (ages 13-17), Laura Knibbe of Omaha once again won first place honors against stiff competition with her majestic painting of a space shuttle launch. Another of Debie Plog's students, Tysen Johnson, captured the judges' imagination and the second place trophy with his fighter aircraft. Winning third place, with her truly unique representation of the Wright Brothers and their flyer, was Katherine Fries of Lincoln East High. Congratulations to each of these outstanding youngsters. We thank the Air National Guard, the Ninety-Nines, the UNO Aviation Institute and all of the private donors that make this program a success.



Spring Time

It's April, time for spring planting and "planning". Begin now in preparing to showcase aviation in your community this summer. From spring through fall, aviators everywhere carry out the tradition of get-togethers welcoming their counterparts to their community. This is a terrific opportunity to share and fellowship with others who have our common interest in aviation. It is also the opportunity to bring in and educate others in our community who have an interest in aviation, even if it is only marginal. Those interested vary from youngsters to hobbyists, from independent business owners to retirees. Seek out each of these and ask them to join you on a weekend jaunt. Or maybe gather a group together to experience aviation at your local airport.

Make your airport a show place for your community and those who will venture over throughout the summer. It is a wonderful time to enjoy the celebration of our first one-hundred years of powered flight. Make this summer a memorable aviation experience for visitors and friends of your community.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

Congratulations!



Joan Garvey – Omaha
Alan Pepin – Plattsmouth
Dean Hannah – Bellevue
William Breen – Omaha
Nicole Fleck-Toore – Lincoln
Jeffrey Kester – Omaha
Thomas Cisar – Omaha
Scott Dey – Seward
Brian Kenwood – Lincoln

Bruce Heinlein – Bellevue
Brian Purcell – Bellevue

David Ott – Hastings
Shane Lester – Omaha

Paul Cushman – Bellevue
John Klapp – Bellevue

FLIGHT INSTRUCTOR
Charles Thompson – Omaha
Michael Henry – David City

PRIVATE

Bryan Lucero – Omaha
Jeffrey Arens – Plattsmouth
Brian Paradise – Omaha
Christopher Hintz – Omaha
David Winder – McCook
Nicholas Smay – Omaha
Brent Jensen – Lincoln
Daniel Buchholz – Council Bluffs, IA
Alfredo Rivera – Bellevue
Louis McDanel – Plattsmouth
Broderick Berkhout – Bellevue
Bobbie Harders – Cairo
Dean McClure – Omaha
Bryan McGrail – Papillion
Bryan Angle – Papillion
Michael Wendt – Columbus
Lucas Meyers – Hardy
Kent Kingston – Ashland

COMMERCIAL

Tyler Kovarik – Kearney

MULTI-ENGINE

Robb Burbach – Columbus

INSTRUMENT

Christopher Beard – Kearney
Wayne Grudzinski – Ashton

FLIGHT INSTRUCTOR-INSTRUMENT

Brian Fichter – Omaha

Calendar

April 5 Flying Conestogas Annual Airport Party and Awards Banquet. Beatrice Eagles Club, 8th & Court St. Social 6:30 p.m., Dinner 7:15 p.m. More info: Diana 402-223-5349.

April 12 Aviation Art Contest formal awards presentation 1:30 p.m. in Lincoln. Contact Stu MacTaggart (402-471-2371) or email stuartm@mail.state.ne.us

April 14 EAA Chapter 80 meeting, 7 p.m. Hangar One, Millard.

April 23-26 Lincoln AFB, 551st Atlas Missile Squadron reunion, Cornhusker Hotel, Lincoln. Many social events and tours scheduled. More info: Ken Fisher 718-792-2360.

April 26 Superior Municipal Airport, Fly-in breakfast and lunch, 7:30 a.m. to 3:00 p.m. Sport & R/C planes, pwred parachutes, car show & Kid's activities. More info: Barry Blackstone 402-879-3006.

FAA Aviation Safety Meetings all at 7 p.m.: Meets requirements of Wings Program. **April 8,** Ogallala airport at Pioneer Aviation. **9:** Kimball airport, Kimball Air Service hangar. **10:** Chadron airport, L & D Aero. **15:** Fremont airport, Fremont Aviaiton. **16:** Hastings airport terminal building. **22:** Alliance airport, Heartland Aviation. **23:** Scottsbluff airport, Western NE Community College building. **24:** Sidney airport, A & P school.

May 31 GPS training seminar at UNO campus, Flt Lab. 8 a.m. to 5p.m., cost of \$75. More info: Dr. Mike Larson, 402-554-3683

The Man Behind Aviation Art Contest

Stu MacTaggart has been involved with this event for the past four years and has done an outstanding job promoting aviation art. Behind the scenes, he attends numerous meetings setting up all the different aspects of the contest and final presentations at the state level. He tells me all of this couldn't have happened without



Stu MacTaggart

the help of many individuals, starting with the teachers who have inspired their students on the pathway to artistic excellence. Others have volunteered their time and talent to assist in planning, judging and helping with the award presentations. Stu says the program's vitality must be attributed to strong community involvement. Congratulations Stu and the many unnamed volunteers!



Corvette Or S.U.V.?

By: Scott Stuart

About 25 years ago my wife suggested I consider driving a Corvette!! Thinking that might be nice for my ego, I zoomed to the dealership and sat in one. Guess what? I felt like my seat was nearly on the ground and getting in and out was an issue, even for the younger man I was then!! Today, many SUV's come equipped with running boards so we can step up comfortably, riding high. So, what does all this have to do with safe flight you ask? Hey, had to get you hooked somehow!! Here's the main course. **Wheels down and locked?** I fly a Bonanza, the wheels go up and down, or are supposed to! Yet, when I check the NTSB site for accident reports I see that about 80% of all Beech "dings" are flyers who either fail to put the wheels down, or have the gear system fail for some reason, like putting the gear UP on the ground during rollout instead of the flaps!! You Piper and Mooney guys are just as bad!! What is going on out there?

Last fall I added a Husky on amphibious floats to my hangar, way cool. And, during the check-out, my instructor commanded me, and I do mean commanded, that I speak out loud the words, **"wheels down for runway landing."** This was required on downwind, base and again on final approach. Three times!! Same for water landings. There just is no room for error.

Flying two entirely different airplanes presents a whole new set of issues, but they both have wheels that go up and down, and to make a mistake will ruin your whole day and maybe result in a call from your insurance agent (life) to your wife/family, not good. So, now back to the Corvette. When landing with the wheels down, one does not sit quite as low, like in a Corvette, as one does and FEELS when one forgets and lands with the wheels up! Better to step down from the wing than see it slithering along the runway, right!!

Wheels down, aloud, for runway landing, I use it every time. When I am alone or with my trusty co-pilot, Jane. And, she is sick of it! I think the USAIG insurance company is not! "They" say there are "those who have" and "those who will". Today, let's all agree to disagree with that and remember the good feeling we get from the "chirp" of the tires and the stepping down thing, like from an SUV!

Web Sites of Interest

-www.sr-71.org You can find the SR-71, 1052 page flight manual and about anything else you would like concerning SR-71's.

-www.boeing.com See the February 23, 2003 test flight of the Boeing 777-300ER. Requires Real Player which you can download for free from the site.

-www.aopa.org The Aircraft Owners and Pilots Association for most current Temporary Flight Restrictions (TFR's).

-[/registry.faa.gov](http://registry.faa.gov). Update your FAA airman mailing address. Site provides a wealth of FAA information.

Check Airman's Corner

By: Lee Svoboda, Designated Check Airman

Airspace, Class A, B, C, D, E, G, is sometimes referred to as alphabet soup. What ever you call it, airspace is discussed extensively during the ground portion of the practical examination. And because of the importance of the subject, the applicant must be knowledgeable of airspace and demonstrate that knowledge. He/she must be able to discuss weather, communications, and aircraft equipment requirements for each of the classes of airspace. I am only going to discuss Day/VFR for each Class of airspace starting with Class G airspace. In our Great State, Class G (uncontrolled) airspace can be found almost everywhere below 1200 feet AGL, with Class E (controlled) airspace above it.

In Class G airspace the weather requirement is one-mile visibility and clear of clouds. However, around many of our non-towered airports we have a shaded magenta circle, which brings Class G airspace down from 1200 feet AGL to 700 feet AGL, with Class E airspace above it. In Class E airspace the weather requirements change to three miles visibility and 1000 ft above, 500 ft below, and 2000 ft horizontally from clouds, remember **3152**. Then around some of our busier airports, we have dashed magenta lines. This means that Class E airspace goes all the way to the surface. However, at some airports, Hastings for example, the dashed lines only apply at certain times and on certain days. Outside of those times, Class E airspace goes back up to 700ft AGL with Class G airspace below it. And where can you find the times? Why, it is in that green book called the Airport/Facility Directory.

Moving on to blue dashed lines which denote Class D airspace, a towered airport like Grand Island, we find required weather is **3152**, and now we have to have two-way communications to operate within the Class D airspace, which normally goes up to 2500ft AGL. But again, we find that the airspace around the Grand Island airport changes at night. When the tower closes the airspace becomes Class E to the surface, which means we still must have **3152**, but we do not need two-way communications to land at the Grand Island airport.

Moving on to Class C airspace, like found around the Lincoln airport, the Omaha airport and Offutt AFB. We find that the weather requirement is still **3152**, however, in addition to a two-way radio, a transponder, with altitude reporting, must be installed, properly inspected, and operating in order to fly in Class C airspace. Plus, before entering Class C airspace, radio contact must be made with Air Traffic Control (ATC). Radio contact is made when ATC responds to you with your tail number. But, remember, clearance must be obtained in order to land, but not to enter the Class C airspace. And again, like other airports, when ATC closes around the Lincoln airport, it reverts to Class E airspace, which means the weather must still be **3152**, but two-way communications and the transponder are not required.

WOW, I've had just about enough soup for this issue! Next time, Class B, Class A, and night VFR will be the subjects for discussion.



AOPA Town Hall Meeting

Phil Boyer, President of the Aircraft Owners and Pilots Association (AOPA) was in Omaha February 27, and held a Town Hall Meeting. He was warmly introduced by Dr. Mike Larson, Assistant Professor at the Aviation Institute, University of Nebraska, Omaha. Bill Hamilton, AOPA's Midwest Representative, was also present. Approximately 475 people attended the meeting, all of whom had an interest in aviation and were fascinated by the presentation given by Phil.

AOPA's leader presented information about the Transportation Security Administration (TSA); the AOPA Airport Watch Program; how to get full Temporary Flight Restriction (TFR) information and a website built by AOPA volunteer funding called General Aviation Serving America at www.gaservingamerica.com.

Highlights of Phil's presentation follow:

Did you know the TSA was started on November 19, 2001 and now has over 64,000 personnel? It falls under the Department of Transportation but on March 1, it became part of the Homeland Security Administration under Director Tom Ridge. Why is this important to you? For one thing the TSA controls security for all airline passengers and lays requirements on air carriers for screening of all bags. If you travel on an airline, you've noticed a dramatic difference! Bag searches, emptying of pockets, taking off of shoes and belts and being "wanded" almost every time you travel. As important as these are for airline security reasons, perhaps you didn't know the TSA can also revoke a pilot's, mechanic's or dispatcher's license and not tell why! They are the sole appeal authority which means "you have no recourse" for an appeal to return your license. Thus far eleven



Phil Boyer, Kent Penney and Bill Hamilton

pilots have lost their license by this type of revocation. According to Phil Boyer, AOPA is fighting this issue in Washington and hopes to get some provision for due process or appeal provisions for the individual.

What about security at general aviation airports or for that matter at any airport? AOPA started the Airport Watch program a short time ago with a number you can call if you see any suspicious activity, 1-800-GA SECURE. Surprisingly, this same issue was advocated in the November 2001 issue of PIREPS. You can also get a 17 minute video on airport security prepared by AOPA by going to their web site with a request. In the meantime, what do you do if you feel someone at an airport is in imminent danger? Call 911! If it is potential criminal activity but not imminent danger, call 1-800-GA SECURE. With more than 650,000 pilots based at virtually every general aviation airport in the U.S., there is a tremendous opportunity to make a difference in security at GA airports.

Phil Boyer asked the audience how many felt they were getting full information on TFR's? Many didn't feel they were getting good TFR information and according to Phil they are right. The TFR's around Washington D.C. affect 23 public use airports which includes 2400 aircraft and 910,000 flight operations a year. Apparently the FAA requires a certain type of computer and software at each of their 61 FSS's to receive the current, full TFR information and display it graphically. Right now they don't all have this specific computer and software! Unless you ask your Flight Service Station (FSS) briefer about specific TFR's, you might not know all you need to avoid certain restricted areas. So how do you get TFR information that is accurate and reliable? AOPA's web site at www.aopa.org has a TFR section where you can get this information. Specifically ask your FSS briefer about TFR's affecting your route of flight.

AOPA recently started a General Aviation Restoration Fund to promote general aviation and to make it more viable to the general public. Shortly after the call for funds, enough money was collected to build a first class web site promoting general aviation and giving truthful information rather than distorted facts such as you see from some other sources. The website is www.gaservingamerica.com. Give it a try and see what you think. You might also wish to look at the AOPA Air Safety Foundation web site, www.aopa.org/asf.

This article has not been a push for you to join AOPA and is not an endorsement by the Department of Aeronautics, but I must tell you, that after learning about the organization and attending the Town Hall Meeting your editor signed up the next day.



Lincoln Racer Competes at Races in Reno

By: Ed Bowes, Jim Debus and Steve Mountain

Eighteen years ago, Lincoln pilot and sprint car racer Ed Bowes built an airframe and landing gear for a Cassutt racer and, as happens with some airplane projects, this one languished in the corner of a Lincoln Airport hangar without much progress. In September of 1998, following an annual trip to the Reno Air Races, Ed, Jim Debus (a retired Goodyear development engineer) and Steve Mountain (a Burlington Northern railroad car rebuilder), made the decision to resurrect the project and pursue the dream of building a Formula One racing airplane and entering the Air Race. Ed suggested that they complete the airplane he had started earlier and, with some encouragement from long-time friend Harry Barr, they began the project in earnest in November of 1998.



Ed Bowes, Jim Debus and Steve Mountain

Named "Miss Lynn" after Ed's wife, the three friends got down to business and changed a number of items on "Miss Lynn". The original wing design didn't suit them so they borrowed a design from O'Neill builder and engineer, A.J. Smith, also modifying the vertical and horizontal stabilizers. Jim did the wood work and composite design. Steve assisted Jim with composite work, detailed the airplane and built the interior which had to be formed to fit Ed exactly – quite an accomplishment to be able to find any legroom for Ed. Ed, of course, did all of the welding and thus far has been the pilot for "Miss Lynn". He was required to complete a Pylon Seminar in order to be eligible to compete at Reno. John Kennedy of Hillaero at the Lincoln Airport beautifully painted the aircraft and Ed, Jim and Steve especially thank Doug Hill for the use of his facility. "Miss Lynn" had a qualifying speed of just over 221 mph (seventh fastest out of 24 racers) and took third

place in the Silver Race at 206.937 mph. The Formula One rules state that the engine must be the same one you would find in a Cessna 150, a 200 cu.in. Continental, and their's has been fine-tuned, turning a 54" composite propeller at 4100 rpm. Jim, Steve and Ed are back at work in their Lincoln Airport hangar with the airplane all apart, trying of course to make it much faster. They say that standing on the runway at the Reno Air Races looking back at the grandstands from the opposite side of the fence is living the dream and they are eagerly looking forward to Reno 2003.

Aviation Day at Homestead Monument

Homestead National Monument at Beatrice hosted an Aviation Day on March 16 which was a premier event! Following the posting of the "Colors", a flyover of aircraft occurred which included a North American P-51 of World War II vintage, a Beechcraft T-34, North American BT-13 and a Nanchang CJ6A (YAK). There was also a static display of a Blackhawk helicopter. Two guest speakers presented one hour



Diane R. Bartels

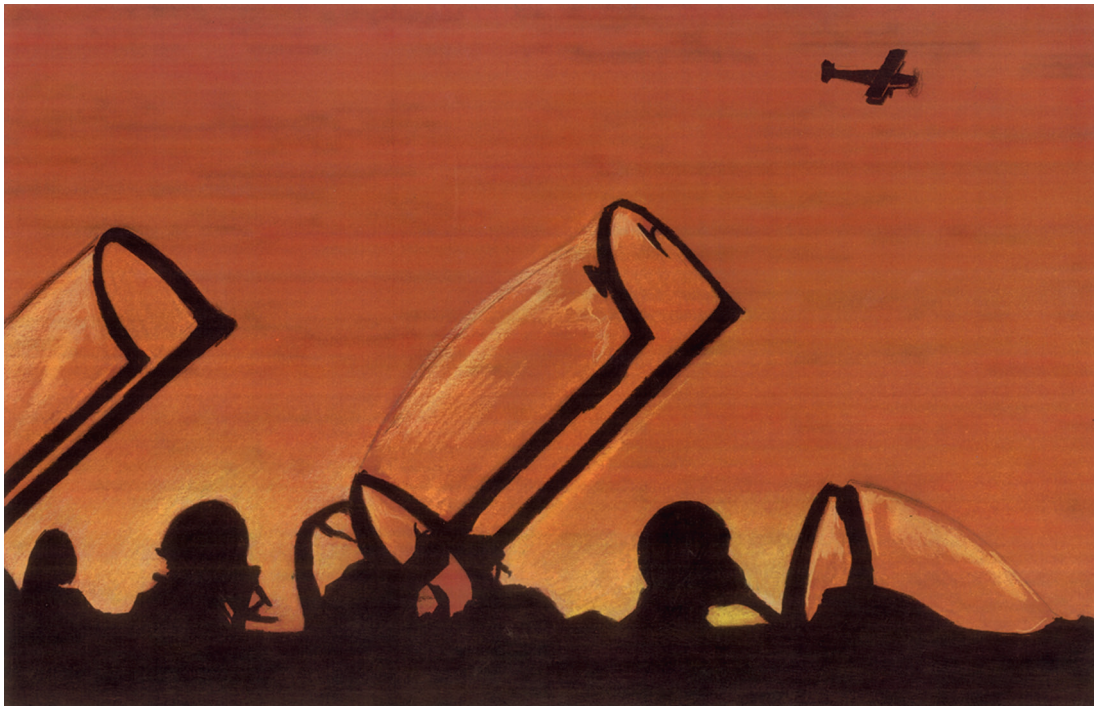
monologues: Diane Bartels spoke about Ord aviatrix Evelyn Sharp and her flying career, beginning with her award of a private pilot license at age 17; then the youngest woman aviator to receive a flying license. Evelyn Sharp went on to become a member of the World War II WASP (Women Airforce Service Pilot) organization which ferried military aircraft. She died in the crash of a Lockheed P-38, April 3, 1944 at the age of 24. Darrell Collins, curator at the Wright Brothers National Memorial, Kill Devil Hills, North Carolina, presented a one hour monologue on the Wright Brothers and events leading up to and after their historic 12 second powered flight on December 13, 1903.

Lois Durham (at right) was in attendance wearing her World War II WASP uniform. Lois lives in Ralston. During the war she was checked out in 38 different aircraft.



Lois Durham

Aviation Art Contest Winners



Tysen Johnson, 2nd Place, Age 13-17



Katherine J. Fries, 3rd Place, Age 13-17

Aviation Art Contest Winners



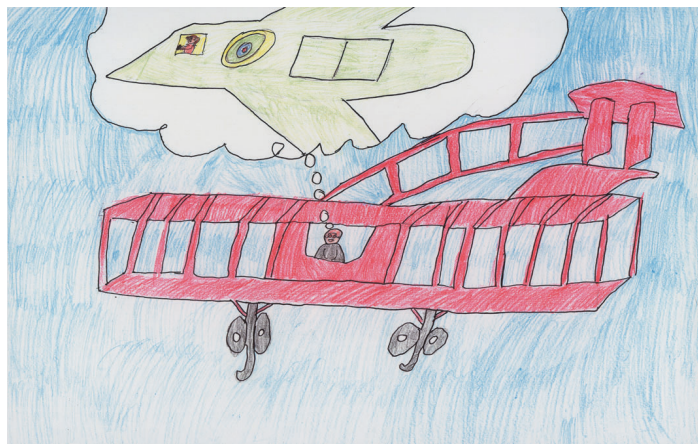
Clarissa Kracl ,1st Place, Age 10-13



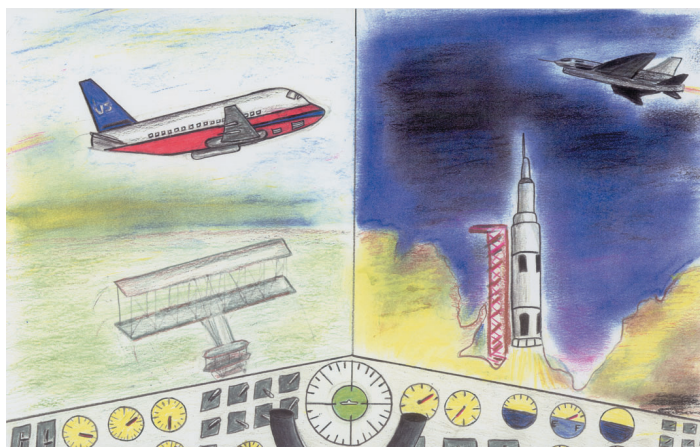
Monica Claesson, 1st Place, Age 6-9



Yvonne J. Lin, 2nd Place, Age 10-13



Emily Hasenauer, 2nd Place, Age 6-9



Timothy Von Behren, 3rd Place, Age 10-13



Kelsey Hubbard, 3rd Place, Age 6-9

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“Lucky” Lindy Crosses Atlantic

It was May 20, 1927 and Charles Lindbergh crossed the Atlantic in a Ryan NYP monoplane named the Spirit of St. Louis. The NYP stood for New York to Paris. The plane was built in San Diego but financed by several business men from St. Louis, Missouri. Forward viewing from the cockpit required a periscope as there was no windshield due to a huge fuel tank which blocked forward visibility. Lindbergh could not sleep the evening before this historic flight but insisted on going even though it had been a rainy night with a rain soaked, grass runway. The flight lasted 33 hours and 30 minutes, covered 3610 miles and proceeded from Roosevelt Field, New York nonstop to Le Bourget Field, Paris, France. With this flight, Lindbergh won the \$25,000 prize offered by New York hotel owner

Raymond Orteig to the first aviator to fly an aircraft directly across the Atlantic between New York and Paris. Lindbergh was dismayed when newsmen called him “Lucky”. The aircraft had a wingspan of 46’, length of 27’5”, empty weight of 2,150 lb, gross weight of 5,135 lb and was powered by a 220 hp Wright J-5C Whirlwind radial engine. Top Speed was 130 mph with an average speed on the crossing of 107 mph.

According to a statement made by Charles Lindbergh after his historic flight; “The Spirit of St. Louis is a wonderful plane. It’s like a living creature, gliding along smoothly, happily, as though a successful flight means as much to it as to me, as though we shared our experiences together, each feeling beauty, life, and death as keenly, each dependent on the other’s loyalty. We have made this flight across the ocean, not I or it.”

Charles Lindbergh’s subsequent U.S. tour in the “Spirit of St. Louis” demonstrated the potential of the airplane as a safe, reliable mode of transportation. Following the U.S. tour, Lindbergh took the aircraft on a goodwill flight to Central and South America, where flags of the countries he visited were painted on the cowling.

By the time you read this, the Experimental Aircraft Association’s (EAA) replica of Lindbergh’s aircraft will be housed at the Strategic Air and Space Museum just off Interstate 80 at Exit 426. This picture was taken at Millard Airport, Omaha. Over 400 pieces of Lindbergh memorabilia will also be on display at the Museum.



EAA Replica of Lindbergh's Atlantic Crossing Aircraft